



AIRPORT COMMITTEE AGENDA

Tuesday, October 11, 2016 - 2:00 PM

Conference Room A, City Hall, 169 SW Coast Highway, Newport, Oregon 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

3.A. September 13, 2016 draft minutes

[Sept 13 2016 draft minutes.pdf](#)

4. DISCUSSION/ACTION ITEMS

4.A. Develop job description recommendations for airport staff

4.B. Fuel policy draft report (Vanderbeck)

5. OPERATIONS REPORT

5.A. September operations report

[Operations Report for October meeting 2016.pdf](#)

6. COMMITTEE COMMENTS

7. PUBLIC COMMENTS

8. DEVELOP NEXT AGENDA

9. ADJOURN

Airport Committee Agenda Item Report

Agenda Item No. 2016-648

Submitted by: Bob Fuller

Submitting Department: City Manager's Office

Meeting Date: October 11, 2016

SUBJECT

September 13, 2016 draft minutes

Recommendation:

ATTACHMENTS

- [Sept_13_2016_draft_minutes.pdf](#)

Sept. 13, 2016

2:00 PM

Newport, Oregon

The City of Newport Airport Committee met on the above date in Conference Room A, Newport City Hall. In attendance were: Committee chair Jeff Bertuleit, committee members Ralph Grutzmacher, Susan Reese-Painter, Mark Watkins, and Ken Brown. City Council liaison Ralph Busby was not able to attend. Also in attendance: City Manager Spencer Nebel (later arrival), Airport staff Lance Vanderbeck, and Committee staff Bob Fuller (Public Works).

1. The meeting was called to order by committee chair Jeff Bertuleit at 2:00 PM.
2. Roll Call
3. Approval of Minutes: Motion was made and seconded to approve the draft minutes from the July 12, 2016 meeting. The motion passed on a unanimous voice vote.
4. Discussion/Action Items
 - a. Review application for committee membership from Jim Shaw: The committee unanimously recommended Shaw for this position. Recommendation will be forwarded to the mayor for action.
 - b. NOTE: Due to expected late arrival of City Manager, Chair Bertuleit moved on to Agenda Item #5, Operations Report; will return to Discussion/Action Items following Vanderbeck's report (See Item #5).
 - c. Following the presentation of the Operations Report, the committee returned to Discussion/Action items: Prioritizing recommendations from the Regional Task Force. A handout from the City Manager was distributed to committee members, who were requested to take a moment and note their individual prioritizations. These were then collected and will be reviewed by the City Manager.
 - d. Update re: Acquisition of property at south end of airport (Nebel). City Council agenda report and recommendation included in packet.
5. Operations report
 - a. Vanderbeck reviewed the monthly operation report, included in the packet.
 - b. A discussion ensued regarding the development of a fuel pricing policy, including possible incentive programs. Vanderbeck will develop a draft proposal for consideration at the October meeting.

6. Committee comments

- a. A discussion ensued regarding the possible construction of additional hangars: it was noted there is an eleven-person waiting list for hangars. Nebel advised this is an item addressed in the Master Plan; also there are historical issues with insufficient water pressure and flows that may affect any required sprinkler systems in new hangar construction.

7. Public comments

- a. Paul Lawson suggested Toledo State Airport be part of the Regional Task Force airport group. There was a discussion about the possibility of placing a webcam at or near the Toledo Airport since it is used as an alternative to Newport by some during those times when Newport is “socked in”; a webcam or group of webcams for Newport was suggested. Also discussed was the lack of ground transportation to and from the Toledo Airport. It was mentioned that ODA is looking for a sponsor for the Toledo Airport to do simple maintenance and related tasks.

8. Develop next agenda

- a. Develop job description recommendations for airport staff.
- b. Fuel policy draft report (Vanderbeck)
- c. Next meeting October 11th.

9. Adjourned at 3:25 PM

Airport Committee Agenda Item Report

Agenda Item No. 2016-650

Submitted by: Bob Fuller

Submitting Department: City Manager's Office

Meeting Date: October 11, 2016

SUBJECT

Develop job description recommendations for airport staff

Recommendation:

ATTACHMENTS

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Airport Committee Agenda Item Report

Agenda Item No. 2016-651

Submitted by: Bob Fuller

Submitting Department: City Manager's Office

Meeting Date: October 11, 2016

SUBJECT

Fuel policy draft report (Vanderbeck)

Recommendation:

ATTACHMENTS

-

Airport Committee Agenda Item Report

Agenda Item No. 2016-649

Submitted by: Bob Fuller

Submitting Department: City Manager's Office

Meeting Date: October 11, 2016

SUBJECT

September operations report

Recommendation:

ATTACHMENTS

- [Operations_Report_for_October_meeting_2016.pdf](#)

We are waiting on to the next part of the Connect Oregon Grant. The agreements will be reviewed by the Program Manager, the State legal counsel at the Department of Justice and the ODOT Procurement Office staff. Once the contract is approved they will be sent out for signing. At this time, they are anticipating a November 30 start date.

Waiting on the FAA AIP 24 grant. Contract was signed and sent in.

We had our 139 cert inspection the week of September 19th. Mark Gabel our cert inspector found some issues with ARFF on training and Airport Certification Manual(ACM) updates. I have been working with Chief Murphy on resolving ARFF issues. We have received brand new training material, organization, and quizzes for each section. We are currently building the new ARFF training program due to roll out by the end of December. The Individual ARFF monthly trainings will be done the firemen and the sessions videotaped. Having the training sessions videotaped will be beneficial in providing availability for a person is unable to attend the training to watch it and it can be used for future trainings. I have done the ACM updates and sent them into Mark for him to look at.

Getting the trees down that are in the 34 RPZ. We are waiting for signatures on the easements needed and any further questions that may come up before we can move forward. We are still hopeful to have the trees down by the end of December.

I was asked to talk on a Rural air service panel at the upcoming Oregon Aviation Industries (ORAVI) with Mark Gardiner, ORAVI Board Chair, Scott Brooksby, ARAVI Rural Air Committee Chair, Kent Crawford, Alaska Seaplanes Owner, and Mitch Swecker, Director Oregon Department of Aviation. Some others keynote speakers, will be Senator Betsy Johnson, Senator Ted Ferrioli, and Karmen Fore, Governor's Senior Policy Advisor. That was held on October 4, in Aurora.

Konect Aviation is still providing air tours out of Newport, but on more of an on demand basis due to weather change.

I have sent the signed rental car contract from Hertz. Waiting for them to finalize it and we will once again have rental cars on field.

No issue with the Rotating Beacon.

AV-tanks have had no issue. I have ordered a full load of 100LL. AV truck had a cable snap that opens the fuel valve to the pump. I am working on fix it.

Jet-A tank has had no issue. No issue with the Jet-A truck,

No issues to report with the crew cars.

Operations truck had no issues to report this month.

Kubota has had no issues this month.

Automated gate operators are working fine. Continued lubing and tightening chains when needed.

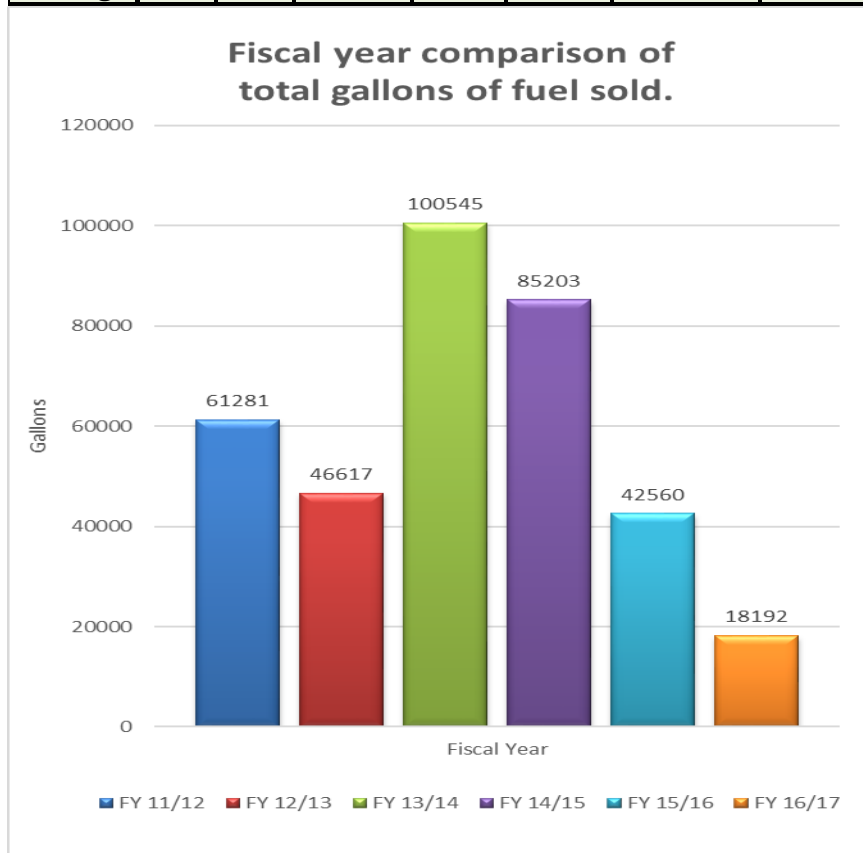
Night inspection found that all three information radio frequency signs where to faded to read anymore. Have replaced all three.

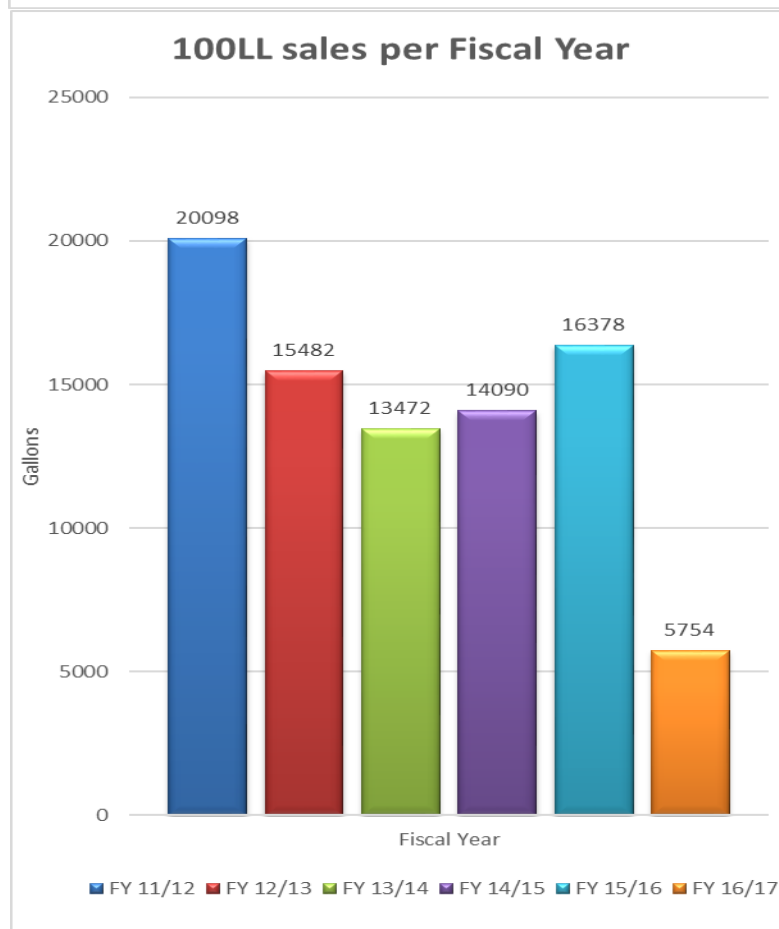
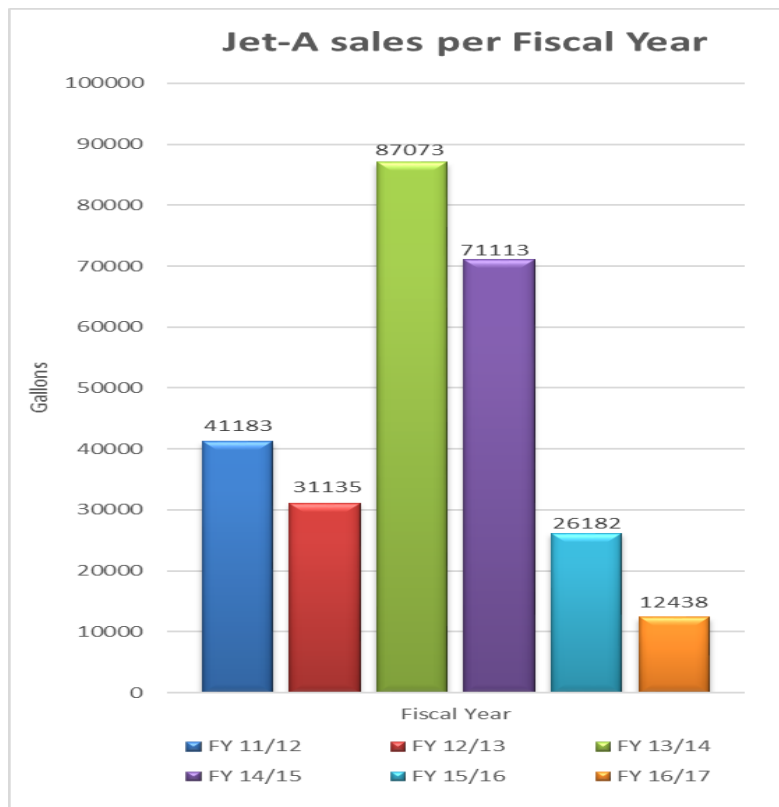
AWOS annual inspection is scheduled for OCT 5th.

16 PAPI was out during one inspection called FAA and they fixed it.

Following is how we finished the month of September 2016.

Aircraft Quantity				Fuel Consumption			
Month	IN	OUT	Tot.A.O	Jet A	Av Gas	Self Serve	Total
July	430	429	859	6869	841	840	8549
Aug	332	333	665	3231	1062	1271	5564
Sept	327	325	652	2298	722	979	3999
Oct	22	23	45	40	39	0	79
Nov			0				0
Dec			0				0
Jan			0				0
Feb			0				0
Mar			0				0
Apr			0				0
May			0				0
Jun			0				0
Cur. FY	1111	1110	2221	12438	2664	3090	18192
FY 15/16	4263	4234	8497	26182	7854	8524	42560
FY 14/15	3686	3572	7258	71113	5985	8103	85201
FY 13/14	3199	2914	6113	87073	4098	9374	100546
FY 12/13	3121	3083	6204	31135	4430	11049	46614
FY 12/11	3219	3181	6400	41183	4275	15823	61281
FY 10/11	3023	3085	6108	73458	4119	12004	89581
Average	3419	3345	6763	55024	5127	10813	70964





Rental Cars					
CY	2013	2014	2015	2016	
JAN	2	2	11	4	
FEB	5	4	8	4	
MAR	9	5	7	4	
APR	4	5	10	7	
MAY	14	9	8	4	
JUN	9	12	28	8	
JUL	22	16	30	16	
AUG	24	3	25	10	
SEP	14	10	14	16	
OCT	8	5	13	1	
NOV	14	2	11		
DEC	1	1	4		
Total	126	74	169	74	

Courtesy Cars Loaned Out					
	2012	2013	2014	2015	2016
JAN	0	0	33	23	28
FEB	2	0	16	17	23
MAR	2	0	29	41	25
APR	2	0	28	36	42
MAY	9	0	29	20	45
JUN	14	0	19	43	48
JUL	10	28	39	41	52
AUG	0	27	19	38	43
SEP	0	25	25	32	31
OCT	0	35	12	22	1
NOV	0	22	19	29	
DEC	0	8	10	16	
Total	39	145	278	358	338

I have attached our local area's fuel prices for Jet-A and 100LL.

Jet-A prices within 65 miles of Newport, OR 97365

Jet A

\$3.20—\$4.91

Average \$3.63

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 FS \$3.90

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC FS \$3.60

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$3.20

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation

EPIC FS \$4.91

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC FS \$3.60

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 PS \$3.39

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic \$3.20

77S Hobby Field Airport Creswell, OR

Creswell Airport Phillips 66 SS \$3.20

17S Chehalem Airpark Newberg, OR

Precision Helicopters PS \$3.89

2S6 Sportsman Airpark Newberg, OR

Sportsman Airpark independent FS \$3.45

100LL Avgas prices within 55 miles of Newport, OR 97365

100LL

\$3.99—\$5.85

Average \$4.76

KONP Newport Municipal Airport Newport, OR

Newport Municipal Airport Phillips 66 SS \$5.00 or with pre-paid fuel card. \$4.50 FS \$5.10

KCVO Corvallis Municipal Airport Corvallis, OR

Corvallis Aero Service EPIC SS \$4.85 FS \$5.35

6S2 Florence Municipal Airport Florence, OR

Florence Airport Volunteer Group SS \$4.60

7S5 Independence State Airport Independence, OR

Nutsch Aviation Phillips 66 SS \$3.99

Independence Aviation LLC SS \$4.25

S12 Albany Municipal Airport Albany, OR

Infinite Air Center, LLC EPIC SS \$4.39

KEUG Mahlon Sweet Field Airport Eugene, OR

Atlantic Aviation EPIC SS \$4.50 FS \$5.85

S30 Lebanon State Airport Lebanon, OR

LebanAir Aviation independent SS \$4.71

KSLE McNary Field Airport Salem, OR

Salem Aviation Fueling @ Salem Air Center

EPIC SS \$4.85 FS \$5.35

KTMK Tillamook Airport Tillamook, OR

Tillamook Airport Phillips 66 SS \$4.55

KMMV Mc Minnville Municipal Airport Mc Minnville, OR

Cirrus Aviation

Epic SS \$4.25 FS \$4.60

I have included some pictures from September.





Bombardier Global 6000. 99ft long & a 94 ft. wingspan.

News & Update

You are subscribed to [News & Updates](#) from the FAA Homepage. This information has recently been updated, and is now available.

U.S. Aviation Community Readies for Winter Weather

September 30- As winter approaches, U.S. airports, airline flight crews, dispatchers, general aviation pilots, air traffic controllers, and manufacturers will begin using new [Takeoff and Landing Performance Assessment \(TALPA\)](#) methods to improve safety at U.S. airports.

The Federal Aviation Administration (FAA) has launched a [TALPA website](#) with key information the aviation community needs to know to prepare for the TALPA changes, which will be effective tomorrow, October 1. FAA guidance, notices, alerts, videos, and frequently asked questions will help the aviation community reduce the risk of runway overrun accidents and incidents due to runway contamination caused by weather and other factors.

The FAA developed the standards based on the work of the TALPA Aviation Rulemaking Committee (ARC). As a result of the committee's work, the FAA has developed a revised method for airports and air traffic controllers to communicate actual runway conditions to the pilots in terms that directly relate to the way a particular aircraft is expected to perform. The TALPA initiative improves the way the aviation community assesses runway conditions, based on contaminant type and depth, which provides an aircraft operator with effective information to anticipate airplane braking performance.

Airport operators will use the new Runway Condition Assessment Matrix (RCAM) to assess runway conditions, and pilots will use it to interpret reported runway conditions. The RCAM is presented in a standardized format, based on airplane performance data supplied by airplane manufacturers, for each of the stated contaminant types and depths. The RCAM replaces subjective judgments of runway conditions with objective assessments tied directly to contaminant type and depth categories.

The pilot or dispatcher will then consult the aircraft manufacturer data to determine what type of stopping performance to expect from the specific airplane they are operating.

The airport operator will assess surfaces, report contaminants that are present, and input the information into the Federal NOTAM System in order to generate the numerical Runway Condition Codes (RwyCC) based on the RCAM. The RwyCCs may vary for each third of the runway if different contaminants are present. However, the same RwyCC may be applied when a uniform coverage of contaminants exists. RwyCCs will replace Mu values, which will no longer be published in the Federal NOTAM System.

Pilot braking action reports will continue to be used to assess braking performance. Beginning October 1, the terminology "Fair" will be replaced by "Medium." It will no longer be acceptable for an airport to report a NIL (none) braking action condition. NIL conditions on any surface require the closure of that surface. These surfaces will not be opened until the airport operator is satisfied that the NIL braking condition no longer exists.

Please do not reply to this message. See our [Contact FAA](#) page for contact information.
